

DECISION SEEN IMMINENT ON PHASE II DEFENSE COMSAT

Approved For Release 2002/05/08 : CIA-RDP70B00338R000200020024-8

Industry sources said a decision appears imminent on plans to proceed with Phase II of the Defense Communications Satellite System.

They said Dr. John S. Foster, director of Defense Research and Engineering, and Dr. Gardiner L. Tucker, deputy director for electronics and information systems, have on their desks a series of alternative plans for the synchronous satellite system which would have the equivalent of approximately 200 voice channels. Both are scheduled to testify today and Tuesday before the House Government Operations Subcommittee on Military Operations, which will probe the nation's capability in military satellite communications systems.

Although the Pentagon's financial squeeze threatens the program, a high-level source in the program office in Air Force Systems Command told AEROSPACE DAILY, "If DOD is ever going to move on this it will be at this hearing. The Holifield committee is going to want to know what DOD is doing in developing an advanced system."

Program officers said that if the go-ahead is given, RFPs would be called "sometime in July or possibly in August." One source said Foster had tentatively approved a plan for six satellites in the system.

Potential bidders are Philco-Ford, Space and Reentry Systems Div., which builds the Interim Defense Communications Satellite; TRW Systems Group; Hughes Aircraft; and possibly Lockheed, RCA and General Electric.

Project officers said it appears fairly clear the system will employ a mechanically despun antenna, a hydrazine reaction control system and will be spin stabilized.

AEROSPACE DAILY 17 JUNE 1968

MIRV TO GET FIRST TEST IN AUGUST MINUTEMAN III LAUNCH

The Air Force's multiple independent re-entry vehicle (MIRV) warhead for the Minuteman III will be tested as part of the ICBM system for the first time when the Minuteman III is launched on its initial flight test in August.

An Air Force spokesman indicated that the General Electric Mk. 12 reentry vehicle system being developed for the Minuteman III is, in fact, a MIRV system.

Other sources reported that the flight will exercise the post boost control system (PBCS) and the post-boost propulsion subsystem (PBPS). These systems give Minuteman III the capability revealed by Dr. John Foster, director of Defense Research and Engineering, in a speech prepared for delivery to the Dallas (Texas) Chapter of the Assn. of the U.S. Army.

Foster, who identified the system by the acronym MIRV as well as by the nickname space bus, said that "after main booster has cutoff the bus keeps making minute adjustments to its speed and direction and after these adjustments it ejects another warhead." He said the space bus can carry "many individual reentry vehicles with thermonuclear warheads" and that these could be delivered each to "a different city or all to one city."

Information concerning the MIRV development is so closely held by the Air Force Space and Missile Systems Organization, manager of the Minuteman R&D program, that spokesmen could not even confirm a recent DOD announcement to the effect that "North American Rockwell Corp. is being awarded \$124,430,854 initial increment to a \$141,480,000 cost-plus-incentive-fee contract for research and development for a post-boost propulsion subsystem for Minuteman III missiles."

An industry spokesman said, however, the funds "most of which have already been spent" cover work by Bell Aerosystems at Niagara Falls, N.Y., subcontractor to North American Rockwell's Autonetics Div. for the propulsion subsystem.

Meanwhile, additional research and development goes on in the areas of reentry vehicle terminal guidance, boost-glide systems, and improved attitude control motors and vernier thrusters, most of it under the auspices of the Air Force Rocket Propulsion Laboratory at Edwards AFB, Calif. Parallel contracts were announced last week, each for \$322,500, to TRW Systems Group of Manhattan Beach, Calif., and Aerojet-General Corp., at Sacramento. Contracts let by AFRPL are for "demonstration of a hydrazine/nitrogen rocket engine." AFRPL would not comment on the contracts. It was learned that the engines are "small" and probably are candidates for attitude control either for space vehicle or ballistic missile reentry systems. Asked if the contracts were in support of a missile post-boost control system, an Air Force spokesman said:

"There's a big blanket on all post-boost control and post-boost propulsion work."

AEROSPACE DAILY 17 JUNE 1968

"BEARISH" COMMONALITY: In the days of heaviest attacks on his pet F-111, former Defense Secretary Robert McNamara had a statement issued claiming the AF and Navy versions had a commonality of 83.4%. Now that he is gone, Pentagon officials are talking in terms of 70% and going down.

AEROSPACE DAILY 17 JUNE 1968

WHAT'S THAT AGAIN? The Defense Department has told the Senate Armed Services Committee that the unit flyaway cost of the F-111A, based on procurement of 235 through fiscal year 1969, is \$5.76 million. AF Secretary Harold Brown has told the House Appropriations Committee's Defense Subcommittee the flyaway cost is \$5.97 million. DOD's public affairs department is in its third week of wrestling with an explanation of the difference with no answer to the press query yet.

Approved For Release 2002/05/08 : CIA-RDP70B00338R000200020024-8

PHILADELPHIA BULLETIN - 16 JUNE 1968 (17)

17 JUNE 1968

Defense Department Snafu

Civilians Are Making Battlefield Decisions

By

EDITH KERMIT ROOSEVELT

Washington—The success or failure of this nation's military strategy can depend on how our Defense Department is organized. What people must do and how they operate in war determines how hardware is used.

Civilians, for the first time in our history—instead of the military professionals—are making battlefield decisions for Vietnam. This is an organization matter. Channels through which military orders are traditionally issued have been fundamentally changed.

The civilian office of the Assistant Secretary of Defense for International Security Affairs has the final word on Vietnam military policies—short of the President, the Secretary of Defense and especially the State Department. The Joint Chiefs of Staff, despite its high sounding title, is subordinate to this bureau.

GOP Report

The dismal results in Vietnam can largely be attributed to over-centralization of power in the hands of these theorists. A Republican task force report recently declared:

"The extreme over-centralization and overmanagement of our national security structure... has brought into question this nation's ability to respond in a timely and effective man-

ner to crises which threaten America's vital interests." The report, published in the Congressional Record of May 28, added, "In many decisions, particularly those related to combat in Southeast Asia, a time factor is such that when the decisions are finally made and communicated, circumstances may have changed, opportunities lost, and the decisions no longer applicable."

We have constantly witnessed this situation in Vietnam. Dr. Eugene G. Fubini, former deputy director of defense research engineering, pointed out that because many battlefield requirements were not anticipated, we waged the war not as it ought to be fought, but according to the weapons on hand.

The findings of congressional military committees show that we have not learned this lesson. Delays in Pentagon decisions are paralyzing research and development in crucial weaponry, although the next time we may not have the chance to catch up after an enemy attacks.

Defense industry spokesmen say that in the past, the Pentagon gave their proposals final approval within four to six months. Today, it averages a year. This can make a weapon obsolete before it reaches the battlefield, since it takes an additional five to ten years to develop new weapons. The enemy could ask for nothing more.

One of the most serious roadblocks to responding to any new technological challenge is the number of bureaucratic levels that must approve any new weaponry program.

On the other hand, snap decisions made in the Office of the Secretary of Defense quickly overrules the judgment of long-experienced weapons systems evaluators. The reason may be political. A notorious example is the TFX contract award. Former Defense Secretary Robert McNamara and his staff rejected the contractor recommended by both the military analysts and the Pentagon's Weapons Systems Evaluation Group.

The new Defense Secretary, Clark Clifford, vigorously defends the Navy version of the warplane, although the Senate has voted to kill it. Unofficially, the Navy considers the plane inefficient and needlessly expensive.

Another Case

A similar incident was the X-22 VSTOL aircraft contract award. The recommendation made by both civilian and military evaluators was overridden, according to the Senate Military Preparedness Subcommittee. Senate investigators concluded that the final decision was made in 30 minutes by a deputy secretary of defense with a handful of civilian advisors. Their judgment discarded the analyses of 75 Navy experts who had spent 4,000 man hours assessing competing designs.

This over-centralization and over-regulation stifles creative individuals who are not at the top of the pyramid. Yet this nation's security demands a defense organization which encourages controversy, free debate on the "unthinkable" and which tolerates the maverick officer.

PHILADELPHIA INQUIRER - 6/16/68 (17)

By Rowland Evans

And Robert Novak

Agony of the TFX

Plagued by weight and other problems, the Navy's F-111B, carrier version of the Air Force TFX fighter-bomber (which has also had more than its share of trouble), will be killed outright by the House Armed Services Committee when the big defense authorization bill is marked up early in July.

The Senate has already voted finis to the Navy version of the swing-wing TFX, one of the most controversial aircraft ever approved for construction. But until last week, the outcome in the House Armed Service Committee had been uncertain. A private agree-

ment has now been reached to go along with the Senate.

The Navy has asked for \$590 million for 30 of the carrier-based, adjustable-wing fighter-interceptors. Unde: rising Congressional opposition, it proposed a slimmed-down \$455 million package, providing for eight aircraft and continuing work on the Phoenix air-to-air missiles to be carried by the F-111B. Even this is too much for the House committee.

The Navy will now have to start from scratch to develop a substitute and taxpayers face a loss of upwards of \$100 million in research development and construction of the F-111B.

The Navy substitute will be the VFX-1. It will use the same Phoenix missile developed for the F-111B. But it won't be in the Navy's arsenal for three or four years at the least.

Navy Drops 2 Firms In \$1.8 Billion Contest To Build Destroyers

Newport News Shipbuilding and Avondale Shipyards Eliminated; 4 Groups Still in Contention

By a WALL STREET JOURNAL Staff Reporter

WASHINGTON—The Navy cut to four, from six, the number of companies in competition to build a fleet of destroyers expected to cost at least \$1.8 billion.

Eliminated from consideration were Newport News Shipbuilding & Dry Dock Co. and Avondale Shipyards Inc., a subsidiary of Ogdens Corp., that was teamed with North American Rockwell Inc.

Still in contention are teams headed by Bath Iron Works Corp., General Dynamics Corp.'s Quincy division, Litton Industries Inc. and Todd Shipyards Corp. Todd is teamed with Sperry Rand Corp.

The Navy said two or three of the remaining four competitors soon will be selected for "contract definition" contracts during which each will detail their design and construction estimates for the destroyers.

By August 1969, the Navy expects to award the contract for the ships, known as the DX Class. The contract probably will be for 40 of them at a cost of \$45 million to \$50 million each. Although a single contract will be awarded for the entire order, it's possible that, because of the number of ships involved, a second shipyard among those competing for the prime contract will be named as a major subcontractor, either for complete ships or for major sections.

Philco-Ford Corp., subsidiary of Ford Motor Co., was awarded two defense contracts totaling \$9.4 million. One, an Army contract for \$7.9 million, is for Shillelagh tank-mounted guided missiles, with production at the Lawndale Army ammunition plant, Hawthorne, Calif. The other is an Air Force contract for a satellite-control facility, with work to be done at Palo Alto, Calif.

Sylvania Electric Products Inc., a subsidiary of General Telephone & Electronics Corp., received a \$5.9 million Army contract for classified equipment, with 51% of the work to be done at Santa Cruz, Calif., and the rest at Mountain View, Calif.

Bunker-Ramo Corp., Silver Spring, Md., was given a \$5 million Navy contract addition for electronic countermeasure equipment.

LTV Electro Systems Inc., a subsidiary of Ling-Temco-Vought Inc., received a \$4.2 million addition to an Army contract for vehicle radio communication sets, with production at Huntington, Ind.

Brinckwick Corp. received a \$3.3 million Army contract for cannisters filled with chemical agent, with work to be done at Smyth, Va.

PHILADELPHIA INQUIRER - 17 JUNE 1968

Senators Press for Troop Cutbacks

The Johnson Administration may soon have its hands full to stifle a growing Senate move for major cutbacks in U.S. forces stationed in Europe.

The test may come in a few weeks when the defense appropriations bill comes to the floor. Sen. Stuart Symington (D., Mo.) is expected to offer an amendment to cut off funds for support for all but 50,000 of the 340,000 troops still assigned to West Germany and other nations of Western Europe. It has a better than even chance of passage.

The Defense Department and the General Accounting Office, which often are at odds over certain aspects of government procurement, joined yesterday in opposition to uniform accounting amendments to a bill to extend the Defense Production Act.

The Senate Committee on Banking and Currency, which held a one-day hearing on the amendments, received a letter from Thomas Morris, assistant secretary of defense for installations and logistics, saying it would be "neither feasible nor desirable" to require standard accounting procedures in defense contracts over \$100,000.

Morris wrote that the accounting requirements of each defense contractor must be considered as unique as the goals of his company and the production methods he uses.

Assistant Comptroller General Frank H. Weitzel testified that the meaning of the term uniform accounting standards "is not clear to us." Further, he said, "Legislative history does not provide an interpretation of these terms."

Weitzel said that while the concept of uniformity may appear attractive, "The disadvantages, however, may even be greater through increased cost, loss of supply sources and burdensome duties of assuring compliance and reviewing results."

He said the GAO should not be given the job of proposing uniform accounting standards, as it would be under the House amendment. He said any study should include various federal agencies and consultation with industry and the accounting profession.

AEROSPACE DAILY - 19 JUNE 1968

PHASE II DEFENSE COMSAT DECISION REVEALED AT CONGRESSIONAL HEARING

Plans to proceed with Phase II of the Defense Communications Satellite System (DAILY, June 17) were announced to Congress yesterday by Dr. Gardiner L. Tucker, deputy director of defense research and engineering for electronics and information systems.

Testifying before the House Government Operations Subcommittee on Military Operations, Tucker said the Defense Department plans to go ahead, after conferring with appropriate congressional committees, with plans for satellites with narrow-beam, steerable antennas and later with plans for smaller, highly transportable terminals.

Request for proposals for the satellites will be issued shortly, Tucker said. Procurement of the new synchronous satellites and development of the new terminal types will be started in fiscal 1969, he said, with all other major expenditures to take place in fiscal 1970 or after.

Tucker said the new satellites will be equipped with "so-called earth coverage antennas which direct most of their radiated power towards the earth so as to cover fairly uniformly that portion of the earth visible to the satellite."

He said they will be equipped with antennas that direct most of their radiated energy into a very narrow beam to illuminate an area of the earth's surface 2000 miles in diameter. These antennas will be steerable, so that their beams can be directed towards any area of the earth's surface visible to the satellite, he added.

Improved Performance Is Expected

Tucker said the satellites will be positioned above the equator so that most of the earth's surface will be visible to at least one at all times. He explained that the present defense comsats are in independent orbits, each drifting about 15 degrees per day along the equator. Because their orbits are independent, the satellites occasionally bunch together so that none is simultaneously visible from two important terminals.

For the link between Hawaii and South Viet Nam, one of the longest and most important, the probability of having at least one satellite in common view was 92%, Tucker said. This rose to 96% when the satellite population grew to 25 with the successful launch of eight on June 13.

Each of the Phase II satellites will be capable of providing hundreds of voice channels over the part of the earth visible to it and hundreds more within the much smaller area illuminated by the narrow beams, Tucker said.

He said DOD has decided to double the number of terminals, leaving for later "the possibility of still more extensive terminal procurements."

Tucker said that in making this decision, the Defense Department discarded the alternative of further research and development without procurement of hardware.

Tucker said Phase II "will enable us to provide many times as many channels for unique and vital military needs as are provided by the current system. The concentration of radiated power provided by the narrow beams will enable us to establish these channels to the terminals with smaller antennas which are highly transportable."

Tucker reviewed the research and development efforts by DOD, NASA, the Comsat Corp. and private industry that preceded the decision to go ahead with Phase II. He said that evidence was available last summer that it was possible to design satellites that are stable in their orientation to within less than a degree in angle, and having comparable accuracy in steering and pointing antennas. Analyses of experience to date point to a life span of over 10 years for the Phase II satellites, he added.

The Pentagon yesterday said cancellation of 50 F-111K fighters will cost the U.K. \$129 million in potential U.S. contracts as well as up to \$150 million in cancellation costs.

In addition, the officials admitted the U.S. will compete with the U.K. in \$170 million worth of arms sales to foreign countries. They were reluctant to include this figure in the grand total of \$450 million but admitted the decision was reached after the F-111 deal was called off Jan. 16.

The Pentagon said, "It has been found that cancellation of the British order for the F-111s has reduced the level of British orders from the U.S. from the originally anticipated \$2.5 billion on about \$2.2 billion; this latter figure also reflects some increases in the program costs of the British Polaris, F-4 and C-130 orders. In determining how we should modify our original target of \$325 million in DOD procurement from British sources (under a procurement offset agreement signed in 1965) we had to take into account the fact that the British continued to be a major purchaser of U.S. equipment."

The offset pact, under which the British were given the right to compete with U.S. companies for U.S. military contracts, rose from over \$2 billion in arms purchases which Britain made in the U.S. for 170 F-4s, 66 C-130s and the 50 F-111s.

Only \$196 Million In Contracts To Be Honored

The Pentagon said it has decided to honor only the \$196 million in contracts already signed under the offset agreement when the cancellation took effect. This leaves the \$129 million in contracts that will be let without international competition. The largest U.K. order came from the Air Force which bought \$100 million in Rolls-Royce Spey engines for the A-7D. In addition, the Air Force is getting \$5.75 million in Handley Page Jetstream utility transports and the Navy has signed up for \$39 million worth of tugs.

Pentagon officials claim the \$150 million in cancellation costs is a gross figure and indicated it may never be paid. They said it could be reduced "by a significant amount not yet determined" by equipment the U.S. will buy from Britain. Prime Minister Harold Wilson estimated at the time of the cancellation that the penalty would run about \$300 million.

DOD officials took greatest issue with including the overseas arms contracts in the F-111 cancellation costs. They said the \$230 million in aircraft contracts Britain has already obtained with Saudi Arabia will rise to over \$400 million through spares and re-equipping. The U.S. agreed in 1966 to keep out of competition with the U.K. in bidding for \$400 million in overseas arms sales. However, this was withdrawn after Jan. 16, officials admitted.

U. S. AGENCIES EXPECT HUGE RFK EXPENSES

BY PHILIP WARDEN
[Chicago Tribune Press Service]

Washington, June 18—Few of the bills are in yet for the funeral of Sen. Robert F. Kennedy [D., N. Y.], but government agencies today put their costs for it in the hundreds of thousands of dollars.

Many of the expenses will be paid by the Kennedy family. But the Senate, the department of defense, the District of Columbia, the national guard, the air force, and others have huge bills to pay.

One of the largest items announced so far comes from the District of Columbia police department. With first reports of the assassination, it put into effect precautionary measures. It put its men on 12-hour shifts, canceled days off, and called in extra men. A spokesman said its Kennedy expenses from June 5 thru June 8 were \$379,000.

CHICAGO TRIBUNE -- 19 JUNE 1968

The District of Columbia national guard put 1,100 army and air national guardsmen on the street along the route of the funeral procession to help the local police maintain order. A spokesman for the guard estimated that the cost would average about \$15 a man, or near \$27,500 for the day. Some reported at 8:30 a. m. and were not released until 11 p. m.

A spokesman for the Penn Central railroad said that the special funeral train from New York to Washington cost approximately \$20,000. The railroad was directed to submit the bill to the Kennedy family. None of the funeral guests or press representatives who rode the train had to buy tickets. The family is expected to pay for them all.

The Senate pays the normal funeral expenses of one of its members. This includes the casket and undertaking services. So far the Kennedy family has not submitted its vouchers for these costs.

The Senate also pays the transportation and other expenses of the official delegations from the Senate and House to go to the funeral services. All 40 senators and 100 members of the House were invited. The official delegation from the House

included all 41 members from New York plus 22 others. Some members already were in New York for the week-end. Some will submit taxi fares and other expense vouchers.

With the round trip air fare to New York around \$35, officials were uncertain how much they would eventually pay the air force for the planes used to fly the congressional delegation.

The Senate usually pays about \$2,000 for a funeral for one of its members, an official said. But it never questions any bills a family submits for payment.

The air force used two four-engined jet planes to fly a civilian doctor to Los Angeles and to bring the body, the Kennedy family and friends, and the Kennedy dog, Freckles, from Los Angeles to New York. The total cost was \$8,258, according to air force estimates, broken down as follows:

KC-135 to fly civilian doctor from Pease Air Force Base, N. H., to Los Angeles, 5.2 hours at \$482 an hour, \$2,527.

KC-135 to fly Kennedy children, astronaut John Glenn, staff members and Freckles from Pease Air Force Base, York, 4.7 hours at \$486 an

hour, \$2,284.

VC-137 [military version of Boeing 707], to fly the coffin, family, and friends from Los Angeles to New York, 4.5 hours at \$766 an hour, \$3,447. This plane already was on the west coast, having been used by Vice President Humphrey.

The army does not charge for a burial plot in Arlington National cemetery. Sen. Kennedy was buried on the 3.2 acres of land on which the grave and shrine of his brother, President John F. Kennedy, is located. Sen. Kennedy's grave is about 60 feet south of the shrine in which the taxpayers have invested \$1,770,000 and the Kennedy family \$300,000.

Burial plots in Arlington are scarce because of the casualties of World War II, the Korean war, and the Viet Nam war that burial there now is limited to medal of honor winners, men on active duty, and honorably discharged veterans who have held high federal posts. Sen. Kennedy qualified in the last category. His grave is marked with only a simple white cross about two feet high, without even his name to identify his burial plot. The [redacted] has told army officials it wants Sen. Kennedy moved to another plot.